

# How Transportation Funds are Allocated

## Funding Priorities

- Roadway maintenance
- Operations and administration
- Debt service
- Support to other state agencies and the general fund
  - Mass transit, ports and aviation
  - Earmarks and special financing programs

After the priorities above are funded, the remaining allocations go to roadway construction.



The remaining funds first pay the state's match on federal funds for interstate and other federally funded road projects. After the state match is paid and a small fraction of funding goes to unpaved secondary roads, the rest of the funds is allocated by formula to the following systems:

### Primary system

(state-maintained roads numbered 599 and below) **40 percent** is allocated among the nine construction districts based on vehicle miles traveled and lane miles.



**Secondary system** (state-maintained roads numbered 600 and above) **30 percent** is distributed to each county based on population and land area.

### Urban system

(city-maintained streets) The remaining **30 percent** is distributed to municipalities based on population.



## Six-Year Improvement Program

The Commonwealth Transportation Board (CTB) adopts a program to distribute anticipated funds for public transit, rail and interstate and primary highway construction projects over a six-year period. Funding goes toward projects that are being studied, designed and built.

Virginia law requires that the CTB update the six-year program by July 1 of each year. The program is subject to change each year as priorities change, schedules and costs shift and study results are known. Much of the anticipated funding will go toward on-going projects.

### Project Selection

#### Commonwealth Transportation Board

- Allocates funding for interstate system projects and the required state match based on statewide project needs
- Sets priorities for improvements to primary roads within each district
- Designates funding to support public transportation, freight and passenger rail, and bicycle and pedestrian facilities

#### County Boards of Supervisors

- Set priorities for secondary road projects in their counties



#### City and Town Councils

- Set priorities for urban street projects within their corporate boundaries. County, city and town officials can dedicate revenues to public transportation.

#### Metropolitan Planning Organizations

- Develop the regional transportation improvement program (TIP), which identifies a priority list of projects





## Debt

### Toll facilities

### Year debts are paid off

Powwhite Parkway Extension	<b>2011</b>
Dulles Toll Road	<b>2016</b>
Coleman Bridge	<b>2021</b>

### Other programs

Federal Highway Reimbursement Anticipation Notes (FRANS) – debt on other projects	<b>2012</b>
Route 28	<b>2018</b>
Oak Grove Connector	<b>2022</b>
Route 58 Corridor	<b>2026</b>
Northern Virginia Transportation District	<b>2027</b>

## Commonwealth Transportation Board Policy Goals

When allocating funding to the transportation program, the CTB follows these priorities:

- Promote safety
- Maintain existing infrastructure and address bridge improvement needs
- Pay off completed and on-going projects
- Finance projects as they are built
- Complete projects to appropriate phase
- Relieve congestion and use transit, rail, bicycle and pedestrian alternatives
- New projects eligible for federal funds
- Make prudent use of debt
- Use official revenue projections and realistic cost estimates
- Promote local and private partnerships

## The Law

Allocation of transportation revenue is directed by:

- Code of Virginia
- The Appropriation Act
- Virginia Transportation Act of 2000
- Federal laws and regulations
- CTB policy, guidance and decisions

